

Amendments to the Claims:

1. (previously presented) An internal combustion engine having an exhaust system with an air intake duct (6) and an exhaust duct (4), a turbocharger (2) with an exhaust gas turbine (3) disposed in said exhaust duct (4) so as to be driven by the exhaust gas of the internal combustion engine and a compressor (5) disposed in the air intake duct (6) and connected to said turbine (3) so as to be driven thereby, a rotary slide valve (14) disposed in communication with said exhaust duct (4) upstream of said exhaust gas turbine (3), and a bypass line (17) connected to said valve (14) and bypassing said turbine (3) for discharging exhaust gas from first and second exhaust ducts 4a, 4b) upstream of said turbine (3), said valve (14) including a valve housing (26) with relief openings (24, 25) disposed adjacent to each other and with a valve body (21) movably disposed in said valve housing and having first and second exhaust gas flow control openings (18, 19) of different flow cross-sections, said valve body (21) being hollow cylindrical so as to define an open interior space (23), and said first and second control openings (18, 19) being formed in the wall of said hollow valve body (21) in spaced relationship with the space therebetween extending over an intermediate angular wall section (22) of said valve body (21) corresponding to the size of both of said release opening (24, 25) for blocking communication with said exhaust duct (4) and said bypass line 17 being in communication with the interior space (23) of said hollow valve body (21), said valve body (21) being movable from a blocking position in which said intermediate angular wall section (22) blocks both said release openings (24, 25) in one direction to a position in which one of said release openings (25) is in communication with the second exhaust gas flow con-

trol opening (18) and in the opposite direction to a position in which both release openings (24, 25) are in communication with the first exhaust gas flow control opening (19).

2. (canceled)

3. (canceled)

4. (canceled)

5. (canceled)

6. (canceled)

7. (previously presented) An internal combustion engine according to claim 1, wherein said exhaust gas turbine (3) has two exhaust gas inlet passages (3a, 3b), which are each connected to a different exhaust pipe (4a, 4b) of the exhaust gas duct (4), and each exhaust pipe (4a, 4b) is in communication by a connecting line (15, 16) with the respective release opening (24, 25) in said valve housing for communication selectively with one of the communication openings (18, 19) in the open positions of the valve device (14).

8. (original) An internal combustion engine according to claim 7, wherein the two exhaust gas inlet passages (3a, 3b) have different flow passage cross-sections.

9. (previously presented) An internal combustion engine according to claim 8, wherein an exhaust gas recirculation device (9), is provided having a recirculation line (10), which branches off from one of the exhaust pipes (4a, 4b) assigned to the exhaust gas inlet (3a) with the smaller one of the different flow pas-

sage cross-sections and extends to the intake duct (6) for supplying exhaust gas thereto.

10. (previously presented) An internal combustion engine according to claim 9, wherein the release openings (24, 25) which are assigned to the respective exhaust gas inlets (3a, 3b) are dimensioned in such a way that about the same mass flow is released from both exhaust pipes (4a, 4b).

11. (original) An internal combustion engine according to claim 1, wherein said exhaust gas turbine (3) is equipped with a variable vane structure (13) for controlling the effective inlet flow cross-section of the turbine.

12. (canceled)